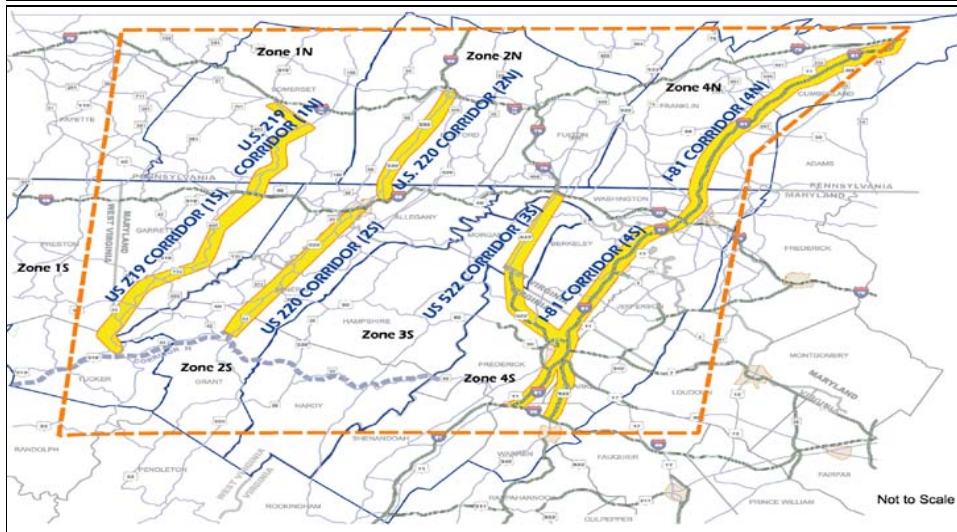


# STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 4

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** Western Maryland North-South Corridor Study

**DESCRIPTION:** Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

**JUSTIFICATION:** The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

## SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

## ASSOCIATED IMPROVEMENTS:

US 219 North, I-68 to Pennsylvania State line (Garrett County - Line 4)  
 I-81, West Virginia State line to Pennsylvania State line (Washington County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** This Pre-Project Planning study is complete.

**SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	687	687	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	687	687	0	0	0	0	0	0	0	0	0
Federal-Aid	481	481	0	0	0	0	0	0	0	0	0

## FUNCTION :

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2001) -** 1,275 - 62,100

**PROJECTED (2025) -** 2,500 - 102,000

**OPERATING COST IMPACT** N/A